

~~SECRET~~

NAVAL MESSAGE

NAVY DEPARTMENT

IMMEDIATE
O 151003Z JUN 67
FM CINCUSNAVEUR

TO SECNAV
CNO

*M551
Wan M.*

~~SECRET~~ PART ONE OF TWO

FOR SECNAV AND CNO FROM MCCAIN
LIBERTY CHRONOLOGY EIGHT JUNE (U)

317-Y ASDC 4-51

1. APPROACHING LAND FROM THE WEST DURING THE EARLY MORNING HOURS OF 8 JUNE, PROJECTED OPERATIONS OF LIBERTY FOR THE MORNING AND AFTERNOON OF THE DAY WAS TO PROCEED TO A POINT 13 NAUTICAL MILES FROM THE COAST OF UAR AT 31-27.2N 34-00E (POINT ALPHA) THENCE TO 31-22.3N 33-42E (POINT BRAVO) THENCE TO 31-31N 33-00E (POINT CHARLIE) RETRACING THIS TRACK UNTIL NEW ORDERS RECEIVED. SHIP WOULD OPERATE NORTH OF THIS TRACK AT ALL TIMES. IF FIXES COULD NOT BE ACCURATELY OBTAINED AS POINT CHARLIE WAS APPROACHED IT WAS INTENDED TO HEAD DUE NORTH UNTIL THE 100 FATHOM CURVE WAS CROSSED AND THE TRACK MOVED TO THE NORTH TO MORE OR LESS MOVE BACK AND FORTH ON THE GENERAL AVERAGE OF THE 100 FATHOM CURVE. NORMAL STEAMING SPEED WAS TO BE FIVE KNOTS. NORMAL STEAMING COLORS WERE FLOWN AND NORMAL NAVIGATIONAL LIGHTS LIGHTED AT NIGHT. THERE WAS NO INTENTION TO STEAM AT DARKEN SHIP AT ANY TIME AND THE SHIP DID NOT EVEN EXERCISE AT DARKEN SHIP DRILL DURING THE DEPLOYMENT.

296142

- 2. ALL TIMES BRAVO UNLESS OTHERWISE INDICATED:
 - 0754 STEAMING ON 130T, SPD 10 KNOTS
 - 0849 PASSED THROUGH POINT ALPHA CHANGED CSE TO 253T
 - 0850 SINGLE JET A/C (UNIDENTIFIED) CROSSED ASTERN DISTANCE 3-5 MILES - CIRCLED SHIP FROM STBD TO PORT AND RETURNED TO UAR

DOCUMENT INFORMATION NOT TO BE DISSEMINATED OUTSIDE OF NSA WITHOUT PRIOR P&S CLEARANCE

SN//61 ...ACT
OPA 00 09 33 06 92 94 94G 007 NDDQ: 1P

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MAINLAND, LOCATING TWO TRANSMITTED
 (LIBERTY 080742Z JUN),
 0905 DECREASED SPD TO 5 KNOTS
 1056 ANOTHER A/C CIRCLED SHIP - HIGH
 1126 ANOTHER A/C CIRCLED SHIP LOCATING THREE DRAFTED
 FOR TRANSMISSION AT 081022Z (BUT MAY NOT HAVE
 BEEN TRANSMITTED)
 1132 PASSED THROUGH POINT BRAVO C/C TO 283T /
 1310 EXERCISED AT G.O. DRILL
 1348 SECURED FROM G.O. DRILL
 1351 THREE SMALL SURFACE CONTACTS HELD ON
 RADAR 32,000 YARDS BEARING 082T - REPORTED
 TO BRIDGE AS THREE SURFACE CONTACTS
 1353 RADAR REPORTS POSSIBLE A/C PASSING OVER
 SURFACE CONTACTS
 1358 SINGLE A/C SIGHTED APPROACHING SHIP FROM
 135 DEG RELATIVE 5-6 MILES DISTANCE,
 ALTITUDE APPROXIMATELY 7000 FT, A/C
 PASSED DOWN TRACK OF SHIP
 1403 LOUD EXPLOSION - PORT SIDE AMIDSHIPS
 1405 SOUNDED GENERAL ALARM - LARGE FIRE IN
 VICINITY OF FRAME 85, 01 LEVEL WHERE
 FUEL FOR MOTOR DRIVEN FIRE PUMPS ARE
 LOCATED.
 1405 ALL AHEAD FLANK SIGNALLED BY ENGINE ORDER
 TELEGRAPH
 1405- SHIP UNDER REPEATED AIR ATTACK WITH TWO
 1410 OR MORE A/C MAKING COORDINATED STRAFING,
 ROCKET, AND INCENDIARY RUNS OVER SHIP.
 THREE MAJOR FIRES TOPSIDE COVERING LARGE
 AREAS OF SHIP WITH FLAMES AND HEAVY
 SMOKE A TOTAL OF EIGHT MEN WERE KILLED
 OR DIED AS A RESULT OF INJURIES RECEIVED
 DURING THE AIR ATTACK, ONE KILLED AND
 ONE MORTALLY WOUNDED ON BRIDGE, TWO
 KILLED AT MACHINE GUN 51, ONE KILLED AT
 MACHINE GUN 52, ONE DIED FROM WOUNDS
 RECEIVED ON THE MAIN DECK STARBOARD SIDE,
 AND TWO DIED OF WOUNDS RECEIVED ON THE
 01 LEVEL PORT SIDE, APPROXIMATELY
 SEVENTY FIVE WOUNDED, INCLUDING
 COMMANDING OFFICER, THROUGHOUT TOPSIDE
 AREAS FROM SHRAPNEL AND SHOCK OF
 EXPLODING ROCKETS.
 (TIME GARBLED) BEGAN MAKING TURNS FOR 18 KNOTS
 1425 THREE MTB'S SIGHTED ABAFT STARBOARD
 BEAM DISTANCE 4-5 MILES

NOT WHICH FOR COMBATTANCE
 DEFINITELY NOT BEING CALLED
 CONTINUED IN SECTION 101 10

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IMMEDIATE
O 151003Z JUN 67
FM CINCUSNAVEUR

TO SECNAV
CNO

SECRET PART TWO OF TWO

"DO YOU NEED HELP" IN ENGLISH. COMMANDING OFFICER SIGNALLED "NEGATIVE."
1505 MTB'S RETIRED TOWARD SHORE.-
1507 HELICOPTER BEARING STAR OF DAVID MARKINGS APPROACHED SHIP, PORT SIDE, HOVERING AT ABOUT 500 YDS DISTANCE.
1508 SECOND HELICOPTER APPROACHED SHIP. MARKINGS ON HELICOPTERS ARE 04 AND 08 OR D4 AND D8. HELICOPTER MADE REPEATED PASSES AROUND AND OVER SHIP. THE WERE NOT OBSERVED TO PICK UP ANY BODIES, PERSONS OR DEBRIS.
1519 POWER RESTORED TO BRIDGE BUT RUDDER DID NOT ANSWER - CONTINUED STEERING FROM AFTER STEERING.
1536 MTB'S APPROACHING SHIP STARBOARD SIDE 7-8 MILES DISTANT. DURING NEXT HOUR AND A QUARTER THE MTB'S RETURNED TO THE SHIP SEVERAL TIMES AND BY 1713 THEY HAD RETIRED OUT OF SIGHT OVER THE HORIZON.
1615 TWO UNIDENTIFIED JET A/C APPROACHED SHIP FROM THE STBD SID AND RECONNOITERED FROM A DISTANCE.
1620 ATTEMPTING TO CLEAR AREA STEERING NORTHERLY COURSE AT SPEEDS VARYING FROM 0 TO 8 KNOTS. PERSONNEL CASUALTIES WERE TREATED IN THE WARDROOM ON A CONTINUING BASIS, DAMAGE CONTROL AND FIRE FIGHTING CONTROLLED FLOODING AND DAMAGE, ENGINEERING CASUALTIES WERE RESTORED BUT STEERING WAS BY HAND FROM AFTER STEERING.
1845 ISRAELI HELICOPTER APPROACHED SHIP -

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CIRCLED CLOSE ABOARD AND ATTEMPTED TO SIGNAL - THEY APPEARED TO DESIRE TO LOWER SOMEONE TO THE DECK - COMMANDING OFFICER CONSIDERED RECEIVING HIM ON FORECASTLE BUT RULED THIS OUT AS TOO HAZARDOUS. REPEATED ATTEMPTS TO COMMUNICATE WERE UNSUCCESSFUL, AND AT 1852 COPTER DROPPED A MESSAGE PACKET ON FORECASTLE, THE MESSAGE, WRITTEN ON A CALLING CARD OF THE U.S. NAVAL ATTACHE TEL AVIV, ASKED "HAVE YOU CASUALTIES." SHIP TRIED BY SEVERAL MEANS TO INDICATE, DURING NEXT TEN MINUTES THAT THERE WERE MANY CASUALTIES BUT THERE WAS NO INDICATION THAT THE MESSAGE WAS UNDERSTOOD. THE MUTILATED BODIES OF THREE DEAD CREW MEMBERS HAD NOT YET BEEN REMOVED FROM THE FORECASTLE AND MUST HAVE BEEN OBSERVED FROM THE HELICOPTER, THE HELICOPTER DEPARTED THE SHIP SHORTLY BEFORE SUNSET (ABOUT 1905), SHIP CONTINUED STEAMING THROUGH NIGHT TO RDVU WITH ESCORTS DISPATCHED BY COMSIXTHFLT.

3. FOREGOING CONSTITUTES DETAILED RECONSTRUCTION FROM QM NOTEBOOK, CIC LOG, BELL BOOK AND BEST RECOLLECTION OF COMMANDING OFFICER, CHIEF ENGINEER, GUNNERY OFFICER AND BRIDGE PERSONNEL ALL CONCUR.

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